

## ROUTE MAPPED OUT TO MOOSE FACTORY

### First Survey Completed of Temiskaming Extension to James Bay

After many days of hard travel over the canoe routes and portages of the North, down the Moose and Frederickhouse rivers, a party of three scientists and an engineer, together with their assistants and Indians, to-day reached a point within 11 miles of Cochrane, and were there frozen in the ice on the river, and were forced to abandon their canoes and specimens, and walk through the bush to town. The party included W. E. C. Todd, curator of ornithology of the Carnegie Museum at Pittsburg; Prof. Preble, science master at North Abington, Mass.; Charles H. M. Barrett, of Tufts College, Mass., and J. G. McMillan, M.E., formerly manager of the Foster Mine in Cobalt, and now employed by the T. and N. O. Railway Commission.

Altogether the party was one of the most interesting that has gone into the North for some time, or even since parties have started trips to Hudson Bay from the South, because of the fact that mineral was not its objective. Mr. McMillan, who came out with the party, is just returning from his second trip to Moose Factory this summer, and it was on his second journey in that he encountered Mr. Todd and his party. From then on the four kept together for a greater part of the time, each doing his respective work.

To those of Northern Ontario it is probable that the most interest will centre in the purpose of Mr. McMillan's trip. With one man he made the trip up the Frederickhouse and Moose Rivers to Moose Factory, and there made a careful examination and a superficial survey of the harbor facilities for the T. & N. O. Railway. While naturally Mr. McMillan is not privileged to discuss his findings until a report is made to the Government, it is apparent that he firmly believes that the Moose estuary will afford facilities that will make Moose Factory the logical terminal of the proposed extension of the T. and N. O. Railway from Cochrane north. The harbor at Moose now provides for the entrance of the Hudson's Bay Company's boats, but more or less dredging will have to be done to make it a permanent stopping place for boats to connect with a railway at that point.

#### Route Roughly Laid Out.

More has been done toward the buildings of this extension of the T. and N. O. than the average resident of Ontario knows. Besides Mr. McMillan's two trips in the summer over the difficult route W. R. Maher, location engineer for the T. & N. O., has been over a much harder route, making a reconnoitering survey for the railway. In making such a survey it is necessary to go overland, and to take side trips up the branches of the various rivers, getting the elevations of the land, and roughly laying out the route for the surveyors and engineers who will follow. While the building of the railroad will probably not come for some time, as the conditions do not yet warrant it, when the time does come the general route will be ready as laid out by Mr. Maher, and the needs of the harbor will be known through the report of Mr. McMillan.

Mr. McMillan has an assistant, a Mr. Scott, who is remaining at Moose Factory, and who will now have to stay there for some time—probably until the first Hudson's Bay packet comes south the last of December. While Mr. Scott remains there he will study the winter conditions, and may be able to make a supplementary report.

Speaking of Moose Factory, Mr. McMillan says it eventually must become a great hay raising and grazing country. The crops around the Hudson's Bay post have been very successful, and this season, which has been a bad one throughout the country, produced some fine potatoes at the post. There is no doubt in the minds of these men that the time will come when this country will follow that of the great clay belt of the North in becoming an agricultural country. Moose Factory which for years has figured alone as a Hudson's Bay post, and which lately has been the headquarters for a few venturesome prospectors, will eventually become one of the northern ports of Canada, and a trip from Toronto to Moose will be as common as the present day trip from Toronto to Cochrane, which but a few years ago was con-

sidered in the wilds of the North but to-day is a thriving young Winnipeg of the East.

#### Natural Specimens.

Mr. Todd and his associates went to Moose Factory last May, and since that time have been gathering ornithological specimens, as well as specimens of mammals, including many species of the mice that frequent the North. Each specimen has been carefully skinned and preserved with arsenic by Mr. Preble, who is an expert taxidermist. Many of the birds gathered were sent out on one of the Hudson's Bay Company's ships, but a large number were brought down by canoe and will be packed into Cochrane from the place where the party was stopped by ice on the river.

While considerable work was done on James Bay in the immediate vicinity of Moose Factory, the party also worked up to Fort George and along the south and east coasts of James Bay. It was the original intention to move up the east coast of Hudson Bay, but the time occupied on James Bay forbade this. Previously Mr. Todd has been along the west coast of the bay in pursuit of birds and mammals for the Carnegie Museum.

In addition to the specimens gathered the party has compiled some valuable data in the study of the life zones of the Hudson Bay slope.

Several parties of prospectors in search of mineral, but chiefly after diamonds, were encountered by the parties and in practically every instance they were disappointed. One enthusiastic prospector gave Mr. Todd a "diamond" which he had found during his prospecting. With the careful study with which a scientist applies himself to such a specimen Mr. Todd adapted such tests as he had at hand, and in doing so found that the so-called diamond was easily cut with a carborundum stone. He doubts very much if diamonds will be numbered among the products of the North, although many minerals may be found in the country.

## WRIT ISSUE AGAINST RAILWAYS

### G. T. P. and T. & N. O. Railways Must Not Assist in Removing Machinery

A writ for damages has been issued in the High Court of Justice against the Grand Trunk Pacific Railway and the Timiskaming & Northern Ontario Railway Company by the Commissioner of the National Transcontinental Railway, the plaintiff claiming damages for the removal of certain machinery and other material used by the Grand Trunk Pacific Company in the part construction of a section of the Transcontinental Railway and asking for an injunction to restrain the defendants from further removal of the machinery and other material from that section of the railway.

The plaintiff claims that the defendants, the Grand Trunk Pacific Railway Company, under a contract dated March 14, 1907, undertook to construct a portion of the Western Division of the Transcontinental Railway, about eight miles west of the Abitibi River crossing, easterly for a distance of about 150 miles, under which contract the defendants commenced and proceeded with the work.

The defendants have not up to this date completed the work of construction in accordance with the terms of the contract and the plaintiff claims that the machinery should remain on the work until it is finished. The defendants, the Grand Trunk Pacific Company, are removing a portion of the machinery, and the Timiskaming & Northern Ontario Railway Company are assisting in the removal of the machinery, etc.

## She Pays a Freak Bet

South Norwalk, Conn., Nov. 9.—To pay an election bet made with Lester H. Wyeth, Miss Catherine A. Henry, teacher of the eighth grade in the Over River School, went to school yesterday in low, white pumps and white silk stockings and will continue to do so every day this winter.

Miss Henry, a pretty blonde of twenty-two and who hails from New Canaan, said she wished nothing said about the matter, "but I'm no squealer and I intend to stick to my agreement," she added.

The wager was made at a reception early in the summer. Had Miss Henry won Wyeth would have to wear a straw hat all winter.

## Will North Bay go Dry

A French foreman, who is grading some streets on a contract, found himself petitioned by the wives of his workmen not to pay their husbands until after seven o'clock on Saturday night. "If you pay my man before the bars close I shan't get much of it, but if there's Sunday before he can get a drink it gives us a chance," said one of the wives.

North Bay has six hotel licenses and two shop licenses for a population of less than ten thousand. It is first and foremost a railroad town, with a large floating population.

About a month ago the leaders of the temperance party commenced to talk local option. They were more than surprised at the support they got, practically every business man in the town signing the petition for a vote on the question on January 1, and the leaders of the movement are now confident that they can get 75 per cent. of the 1,600 municipal voters to make their mark for local option.

The merchants do not pretend to be disinterested in their fight for prohibition. "A dollar spent in whiskey is a dollar less for us," is the way one merchant epitomized the situation. If the good man of the house has a night with "the boys" he cannot buy the parlor carpet that his wife has been desiring so long, and what is true of the house furnishers is applicable to every trade.

"The Bay" is the caravansary of the knights of the road, east and west, north and south. They have to stop in the town, for it is flourishing, and there is plenty of business; but they do so with a groaning of the spirit for they do not like the accommodation offered.

North Bay is but leading the way in the fight for local option; Calander will certainly carry it and destroy two licenses—three, it ought to be, but one house is outside the confines of the town. Sudbury has been threatening to enter the local option column all summer, but finally lacked courage to make the attempt.

The opponents of local option declare that "blind pigs" are inevitable if licenses are suppressed, and contend that it is more demoralizing to drink wood alcohol by stealth than good whiskey over the open bar. The answer is that fifty per cent. of the men who do not mind standing up to the bar will not endure being smuggled in by a back door and conniving at a felony. That is the lesson at Cobalt. The contrast between Sudbury, with a bar at every corner, and Cobalt with its soda fountain and soft drink stands is remarkable.

A western mining man now resident in Cobalt recently paid his first visit to Sudbury. He came back converted. "Before I went to Sudbury I used to think that a license in these eastern mining camps was all right, but after I had seen Sudbury, I don't. There are dozens of railroaders, miners and prospectors in Sudbury who are never sober and must go back to the caboose, till they have spent their last dollar and must go back to the caboose, the mine or the bush. Contrast that with Cobalt, where, though the streets are habitually crowded with the same class of miner as at Sudbury, a woman can walk unmolested any time of the day or night. I hate to feel that the Ontario Government does not trust us to know our own minds, but I really believe that if a vote were taken right in Cobalt the town would go local option."

#### THE CHRISTENING OF UBEET

The Late Colonel Sanders was canvassing Montana for votes for himself for governor. He came to a little settlement, not yet named.

He met a man and said: "I am Wilbur F. Sanders."

"Yes," said the man.

"I am running for governor. Will you vote for me, my friend?"

"No."

"Well," said Sanders, producing a bottle, "will you have a drink?"

"You bet!" said the man.

And that is actually the way the town of Ubet got its name.

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